

BookletChart™

Stono and North Edisto Rivers

NOAA Chart 11522

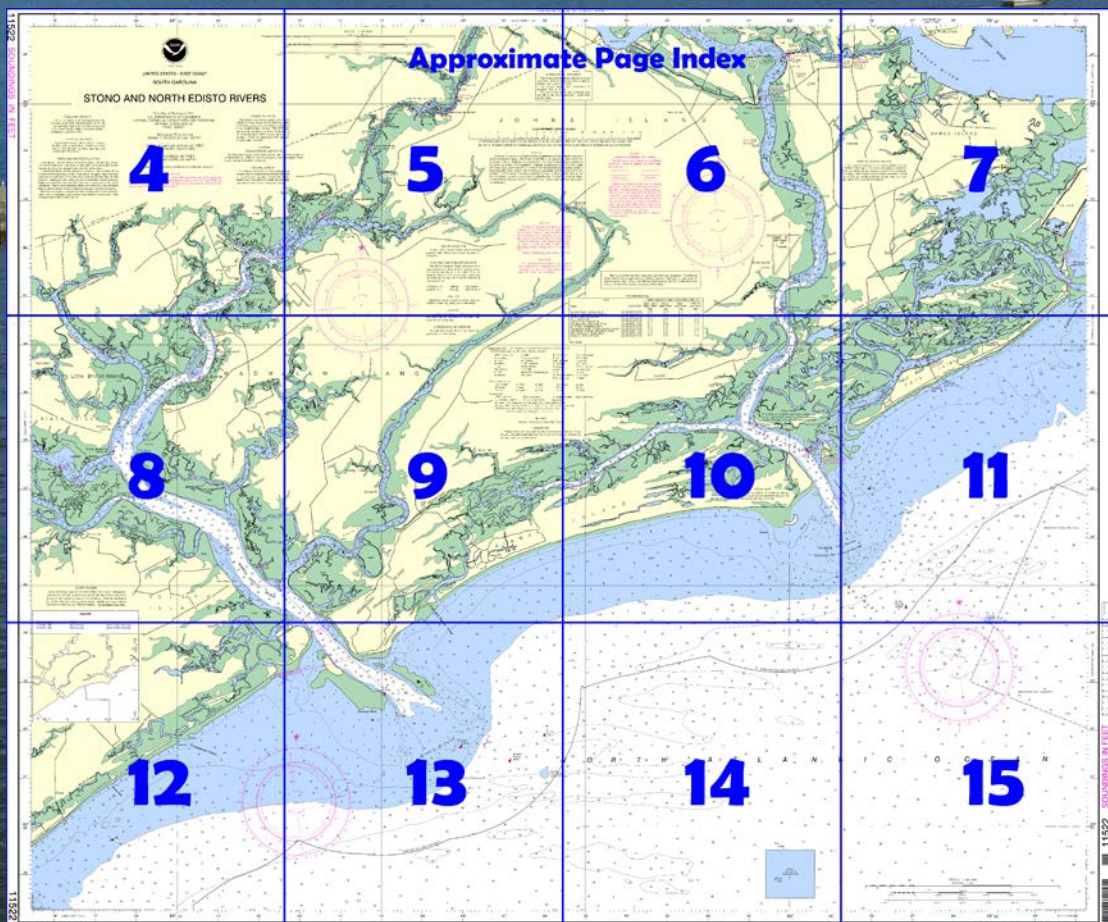


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11522>.



(Selected Excerpts from Coast Pilot)

Lighthouse Inlet (32°41.2'N., 79°53.0'W.), between **Morris Island** and **Folly Island** has no channel across the bar; entrance should be attempted only with local knowledge on a rising tide with a smooth sea. In June 1983, the reported controlling depth over the bar and upstream to **Secessionville** was 3 feet; the inlet is unmarked and used only by local fishermen. Small craft pass into Charleston Harbor by way of **Lighthouse Creek** and also into numerous sloughs

north of Folly Island.

Stono Inlet, 10 miles southwestward of Charleston Harbor entrance, is entered over a shifting bar between Folly Island and **Kiawah Island**. A

lighted gong buoy is southward of the entrance. The inlet is subject to continual change and should not be attempted without local knowledge. The entrance buoys are not charted, because they are frequently shifted in position to mark the best water. A fish haven, marked by a buoy and covered 15 feet, is in about 32°29.0'N., 80°00.3'W., about 5.6 miles southwestward of the drill minefield.

Stono River, which joins Stono Inlet from northward, is of little commercial importance except in its upper reach above **Elliott Cut**, where it forms part of the Intracoastal Waterway. In 2005, the reported controlling depth was 8.5 feet from inside the inlet bar for about 13 miles to a junction with the Intracoastal Waterway at Elliott Cut. Vessels usually enter the river by way of the waterway from Charleston. In the summer, numerous pleasure craft use Stono River and Folly River to reach Folly Beach. The highway bridge about a mile below Elliott Cut has a fixed span with an authorized clearance of 65 feet. An overhead power cable about 0.95 mile below the bridge has a clearance of 91 feet at the center of the river.

A marina on the west side of Stono River, just N of the highway bridge, provides berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station and wet storage. In 2009, 9 feet was reported alongside.

Folly River flows into Stono Inlet from the northeast and **Kiawah River** from the west. Both are relatively unimportant. Folly River is used by pleasure craft and local fishermen desiring to reach Folly Beach. A dredged channel, marked by lighted and unlighted buoys, leads about 2.3 miles upriver from the junction with Stono River at **Bird Key**. (See Notice to Mariners and latest edition of charts for controlling depths.) The dredged channel is subject to continual change. Local knowledge is advised when transiting the area. On the southeast side of the river about 2 miles above the entrance, a seafood plant has diesel fuel, water, ice, and marine supplies. State Route 171 highway bridge about 3.1 miles above the entrance has a fixed span with a clearance of 10 feet. An overhead power cable close eastward of the bridge has a clearance of 46 feet. **Folly Creek** enters Folly River from the north about 2.7 miles above the mouth. State Route 171 highway bridge about 2.9 miles above the creek mouth has a fixed span with a clearance of 10 feet. An overhead power cable at the bridge has a clearance of 40 feet and another overhead power cable 0.4 mile above the bridge has a clearance of 48 feet.

North Edisto River, about 10 miles southwestward of Stono Inlet and 20 miles southwestward of Charleston Harbor entrance, is of little commercial importance and rarely used. Shoals extend offshore from the entrance as much as 3 miles and form a shifting bar. Flats, which bare at low water and are continually changing in character, are on both sides of the entrance; caution is advised. In 1991, the reported controlling depth over the bar was 10 feet. The entrance is marked by a lighted whistle buoy, and the channel by a **314°** lighted range and by buoys which are moved, when practicable, to indicate the best water. The entrance is well defined by breakers. A water tank about 1.7 miles northeastward of the entrance is prominent.

Currents- On the bar the direction of the current is generally across the channel. The flood current sets about westward, and the ebb eastward; both have considerable velocity. Inside the bar, in the channel between the breakers, the ebb current is to be guarded against, especially when it sets across the north breakers. Predicted currents for the North Edisto River entrance may be obtained from the Tidal Current Tables.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami

Commander
7th CG District
Miami, FL

(305) 415-6800

Table of Selected Chart Notes

Corrected through NM Apr. 10/10
Corrected through LNM Mar. 30/10

HEIGHTS

Heights in feet above Mean High Water.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

FOLLY RIVER

Folly River is subject to continual change.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.643' northward and 0.665' eastward to agree with this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, FL or at the Office of the District Engineer, Corps of Engineers in Charleston, SC.

Refer to charted regulation section numbers.

STONO INLET

The inlet is subject to continual change. Entrance buoys are not charted because they are frequently shifted in position.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Charleston, S.C.	KHB-29	162.55 MHz
Beaufort, S.C.	WXJ-23	162.475 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

INTRACOASTAL WATERWAY

The Intracoastal Waterway between the east and west limits of this chart is not completely shown. Use chart No. 11518.

The project depth from Charleston, to Beaufort, S.C., is 12 feet.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

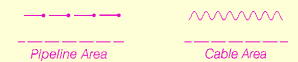
Mercator Projection
Scale 1:40,000 at Lat. 32°37'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

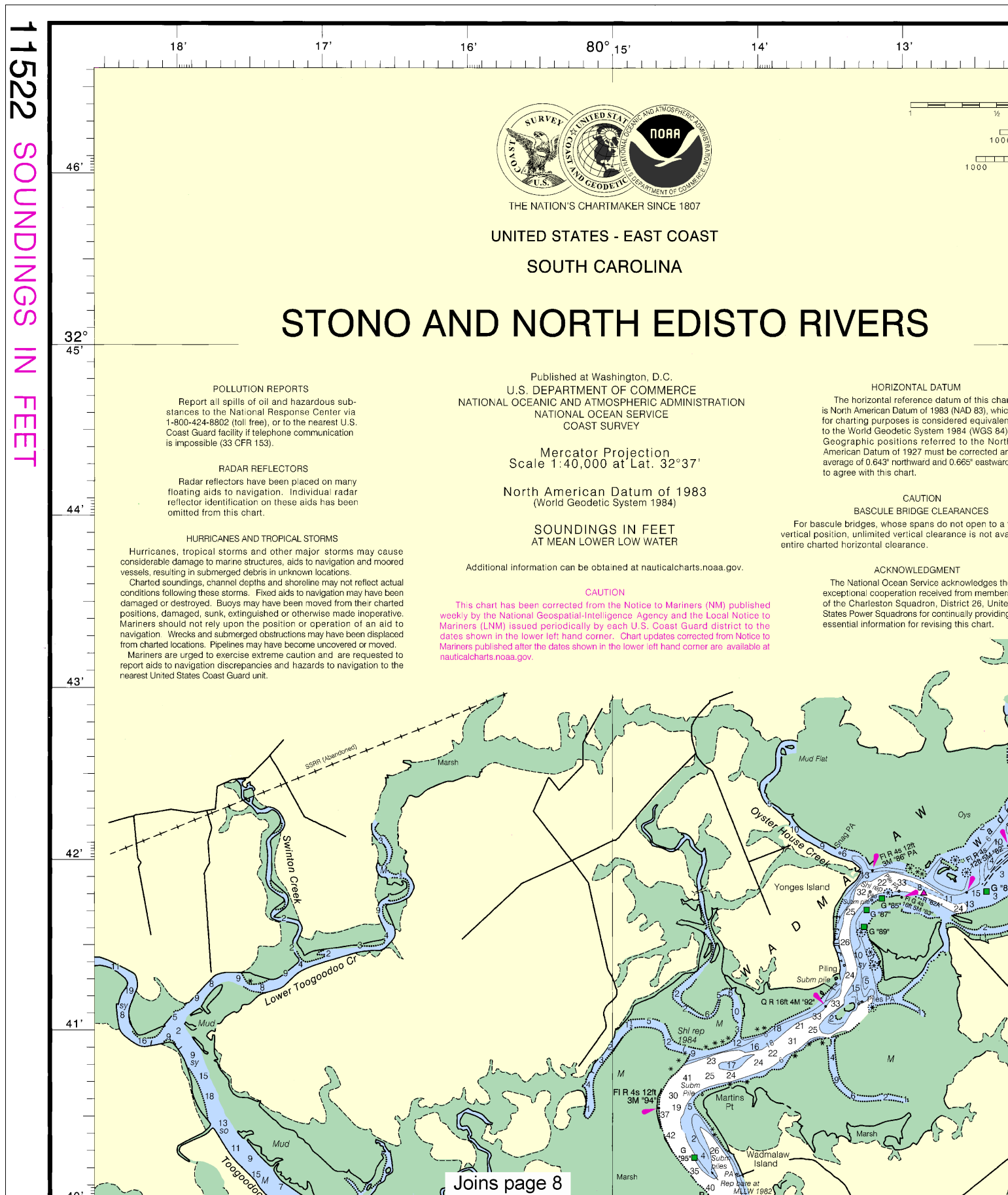
NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Pennys Creek, West Entrance	(32°46'N/80°04'W)	5.9	5.6	0.2
Elliott Cut Entrance, Stono River	(32°46'N/80°00'W)	5.7	5.4	0.2
Church Flats, Stono River	(32°45'N/80°10'W)	6.9	6.6	0.2
Yonges Island, Wadmalaw River	(32°42'N/80°13'W)	7.1	6.7	0.2
Topogodon Creek, 2 Miles above Entrance	(32°40'N/80°18'W)	7.0	6.6	0.2
Folly River North	(32°40'N/79°55'W)	6.0	5.6	0.2
Bluff Point, Wadmalaw River	(32°39'N/80°15'W)	6.7	6.3	0.2
Snake Island, Stono River	(32°36'N/80°01'W)	5.8	5.5	0.2
Steamboat Landing, Steamboat Creek	(32°36'N/80°17'W)	6.6	6.2	0.2
Rockville, Bohicket Creek	(32°36'N/80°12'W)	6.3	6.0	0.2
Pine of Pines, N. Edisto River	(32°35'N/80°14'W)	6.2	5.9	0.2

Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov/> (Mar 2010).

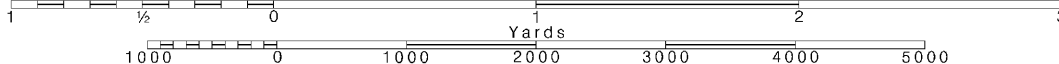


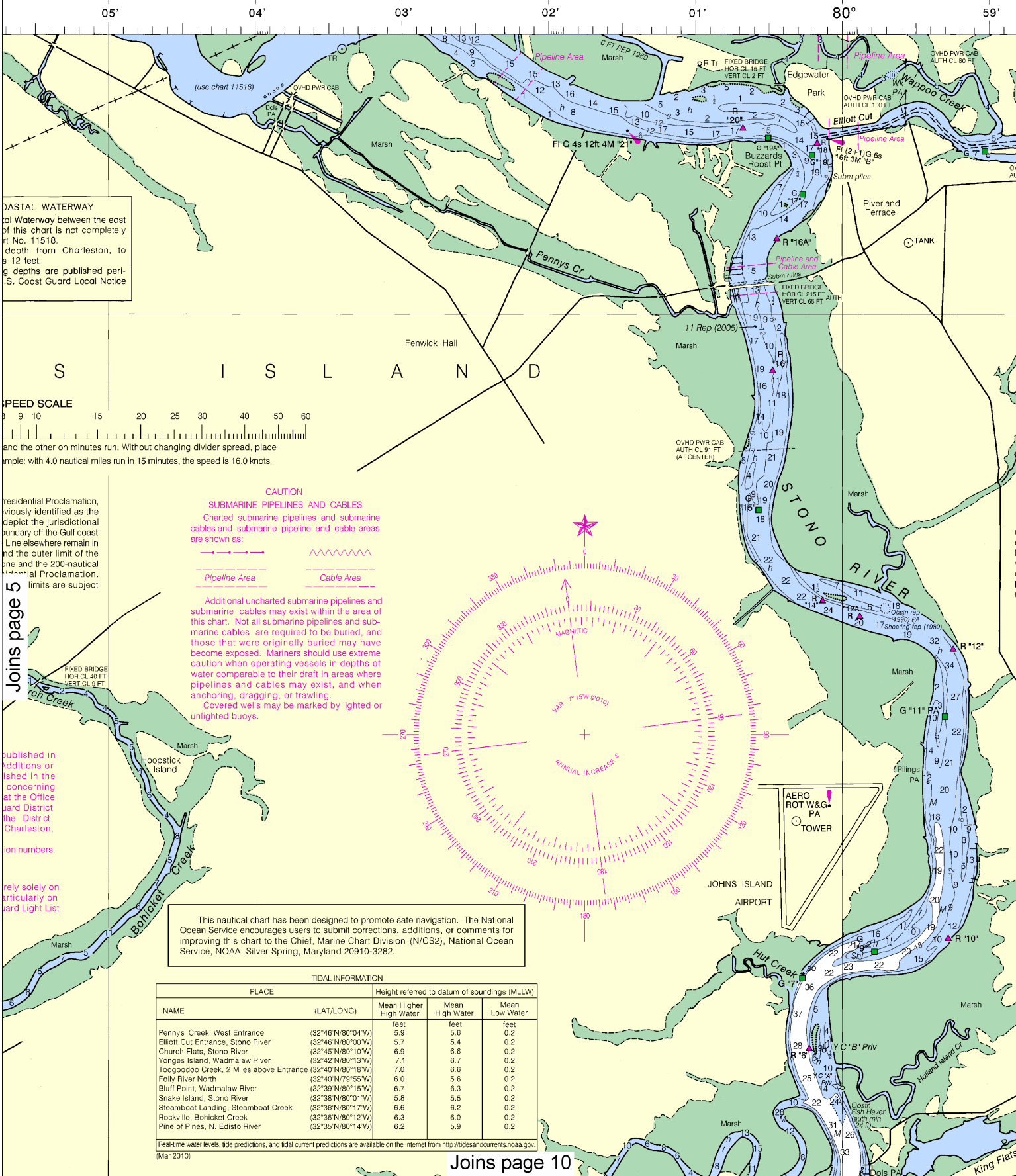
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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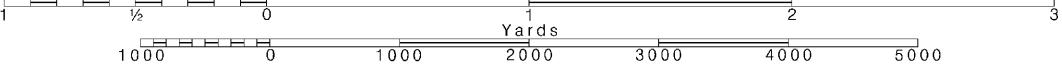
Joins page 10

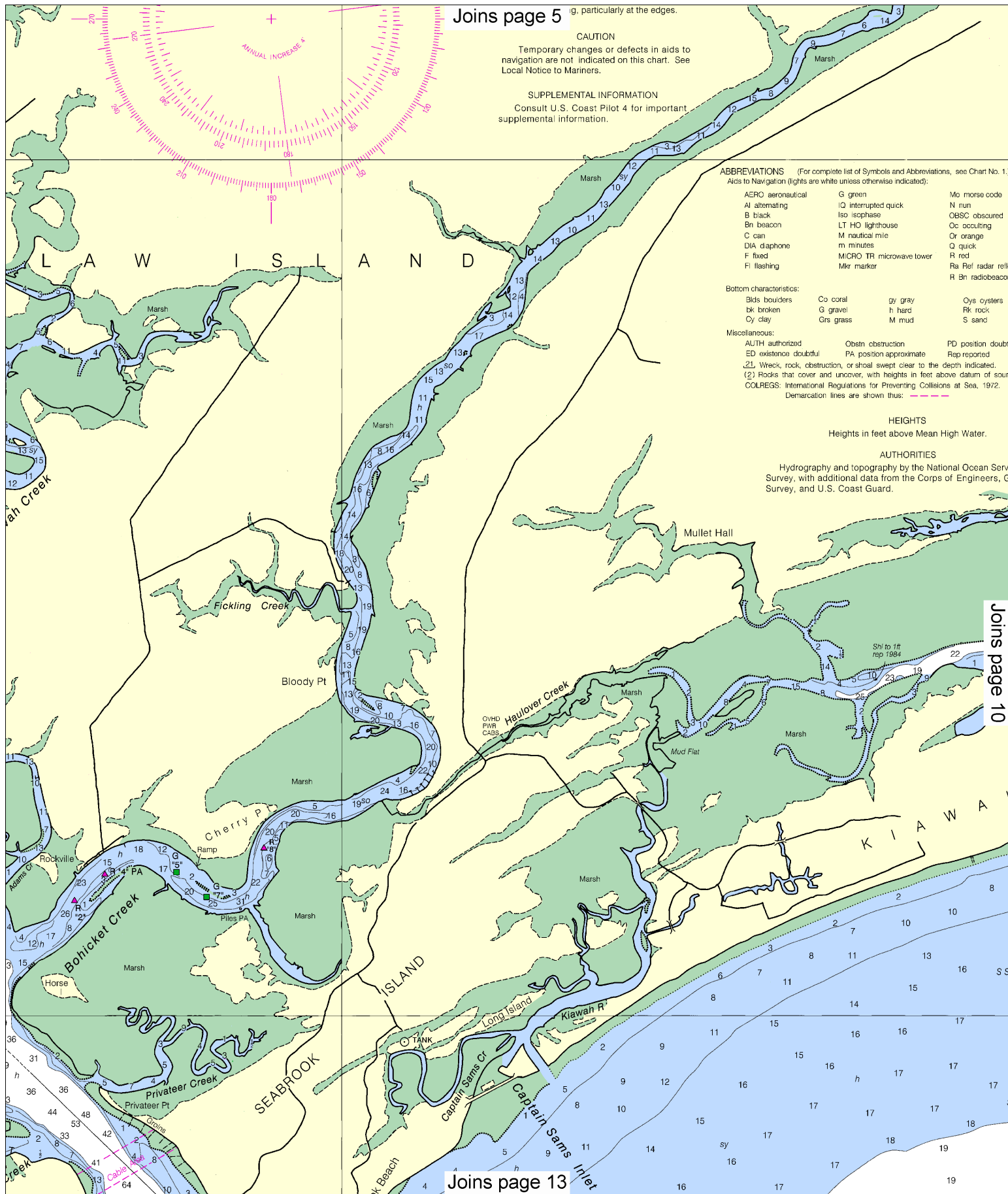
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

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Joins page 5

ig. particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1. Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code
Al alternating	IQ interrupted quick	N nun
B black	iso isophase	OBSC obscured
Bn beacon	LT HO lighthouse	Oc occulting
C can	M nautical mile	Or orange
DIA diaphone	m minutes	Q quick
F fixed	MICRO TR microwave tower	R red
Fl flashing	Mkr marker	Ra Ref radar refl
		R Bn radiobeacon

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	GrS grass	M mud	S sand

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubt
ED existence doubtful	PA position approximate	Rep reported
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.		
(2) Rocks that cover and uncover, with heights in feet above datum of sound.		
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.		
Demarcation lines are shown thus: ---		

HEIGHTS

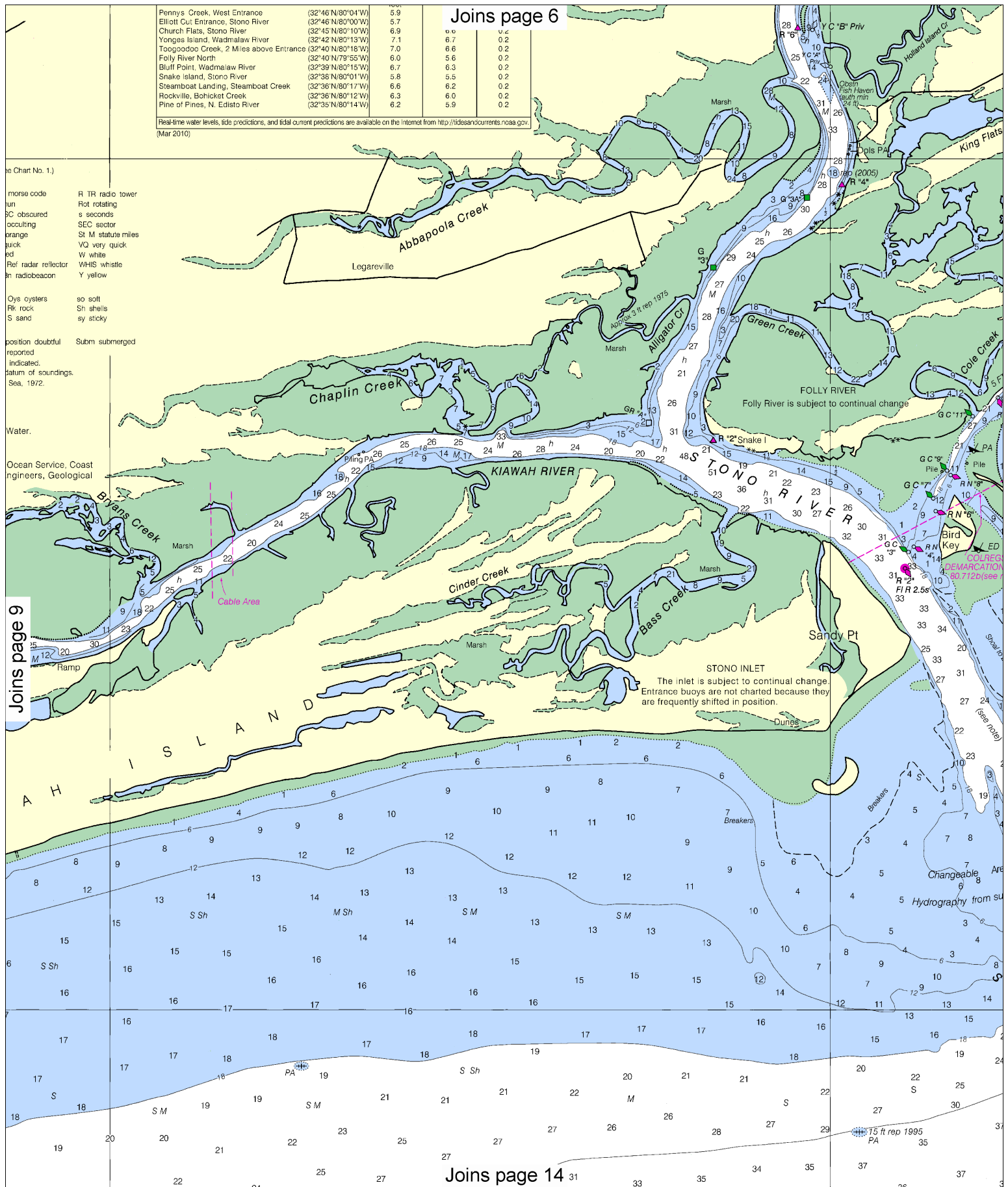
Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Survey, with additional data from the Corps of Engineers, Coast Survey, and U.S. Coast Guard.

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Snake Island, Stono River	(32°38'N/80°01'W)	5.8	5.5	0.2
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Rockville, Bohicket Creek	(32°36'N/80°12'W)	6.3	6.0	0.2
Pine of Pines, N. Edisto River	(32°35'N/80°14'W)	6.2	5.9	0.2

Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Mar 2010)

Chart No. 1.)

morse code
sun obscured
SEC
orange
quick
ed
Ref
radiobeacon

R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Oys oysters
Rk rock
S sand

position doubtful
reported
indicated.
datum of soundings.
Soa, 1972.

Water.

Ocean Service, Coast
engineers, Geological

Subm submerged

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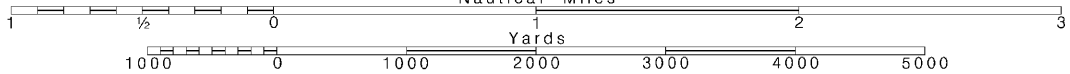
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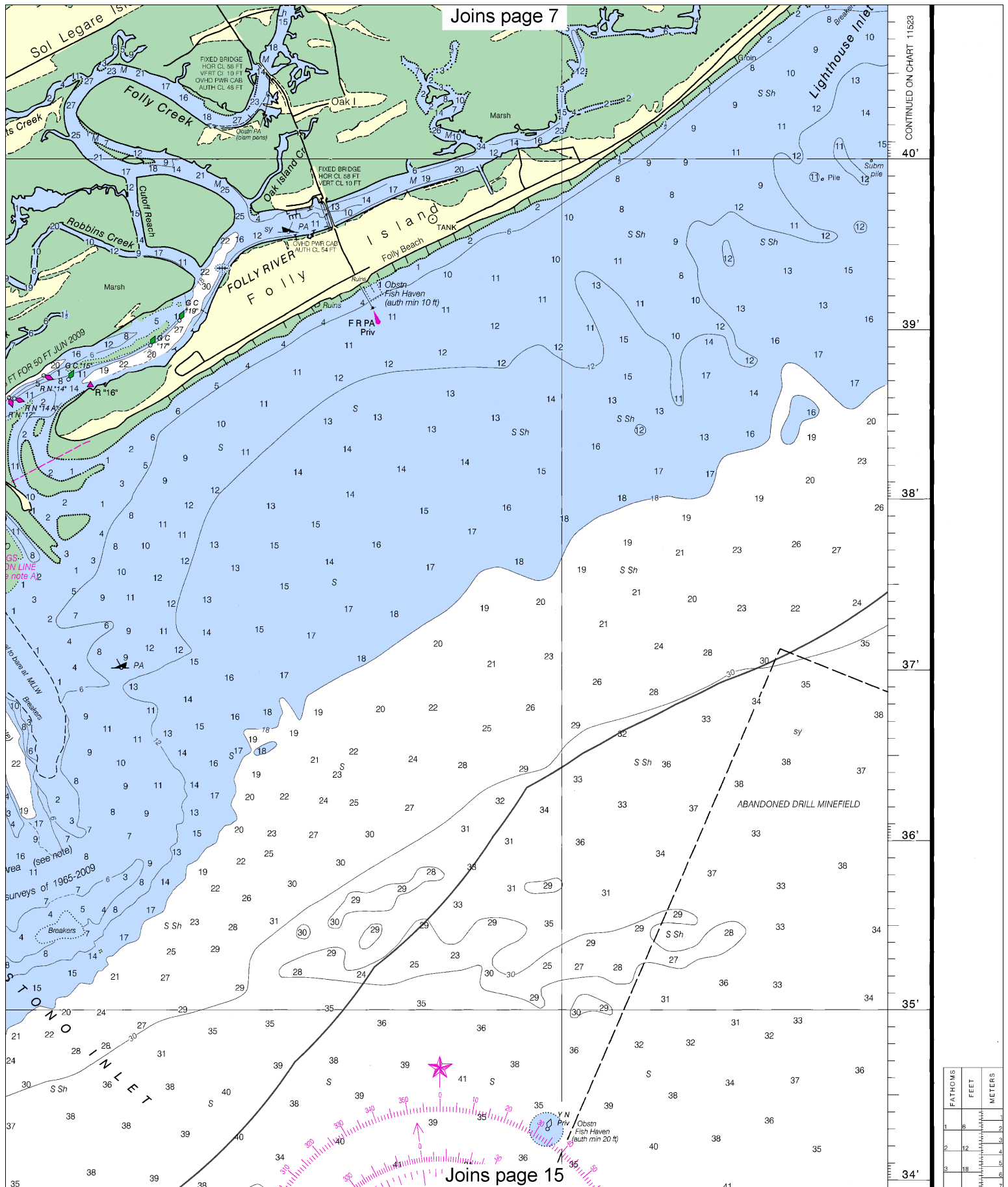
Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.





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CONTINUED ON CHART 11523

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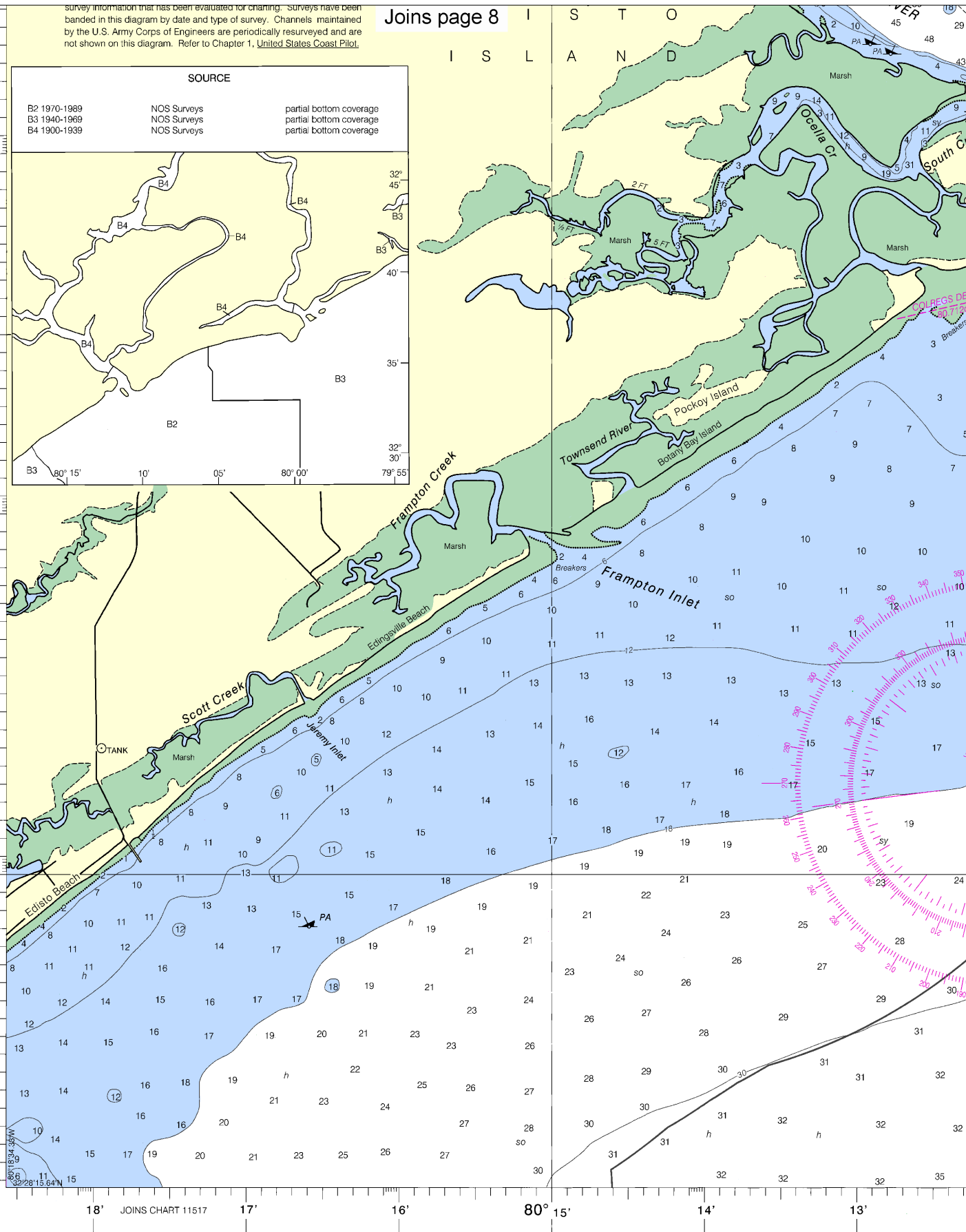
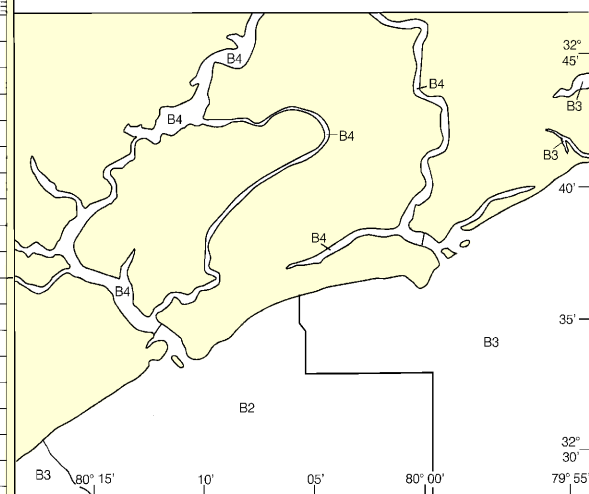
FATHOMS	FEET	METERS
1	6	1
2	12	2
3	18	3
4	24	4
5	30	5
6	36	6

survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

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SOURCE

B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage



11522

21st Ed., Apr./10 ■ Corrected through NM Apr. 10/10
Corrected through LNM Mar. 30/10

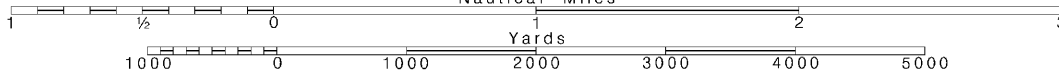
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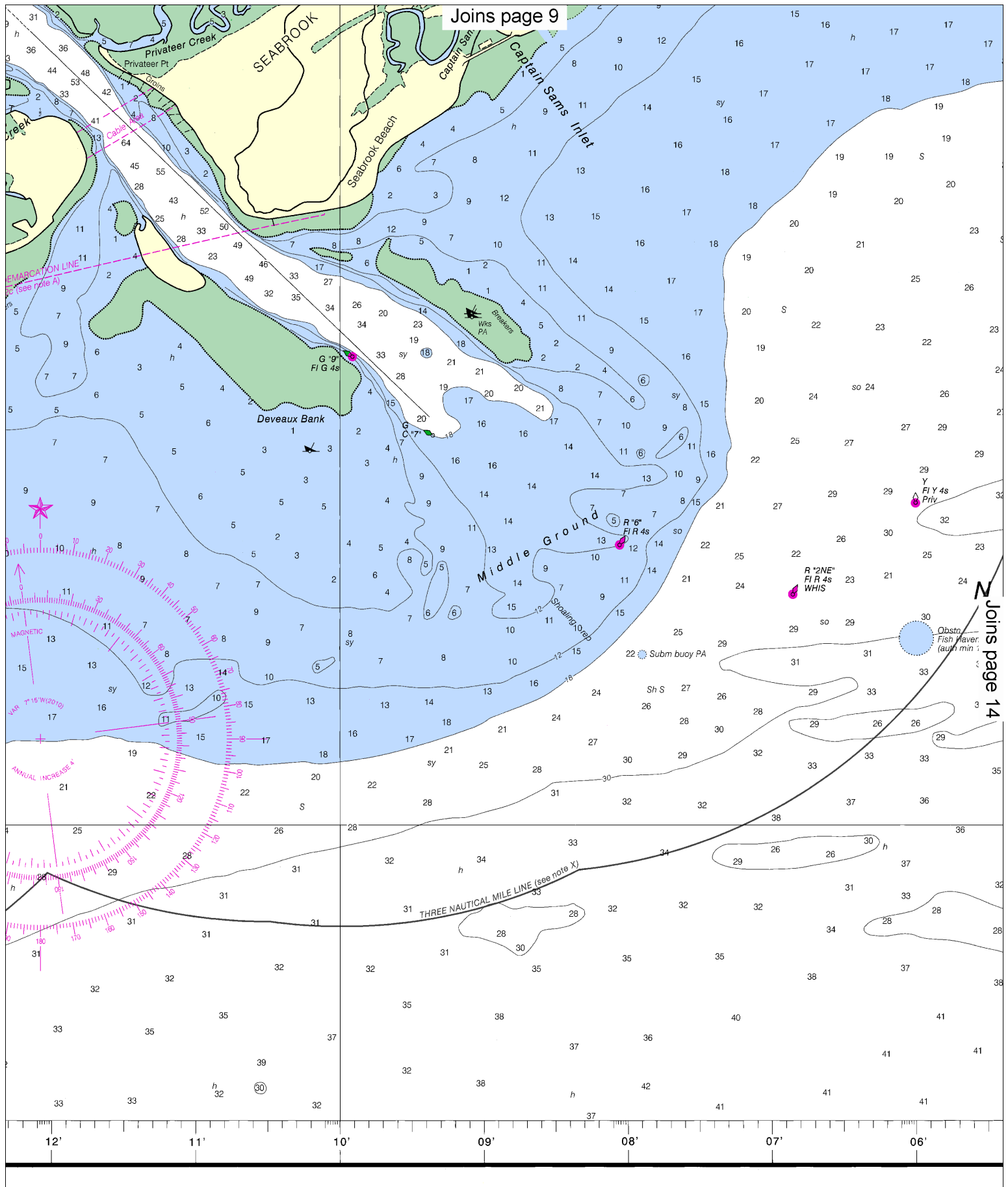
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Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

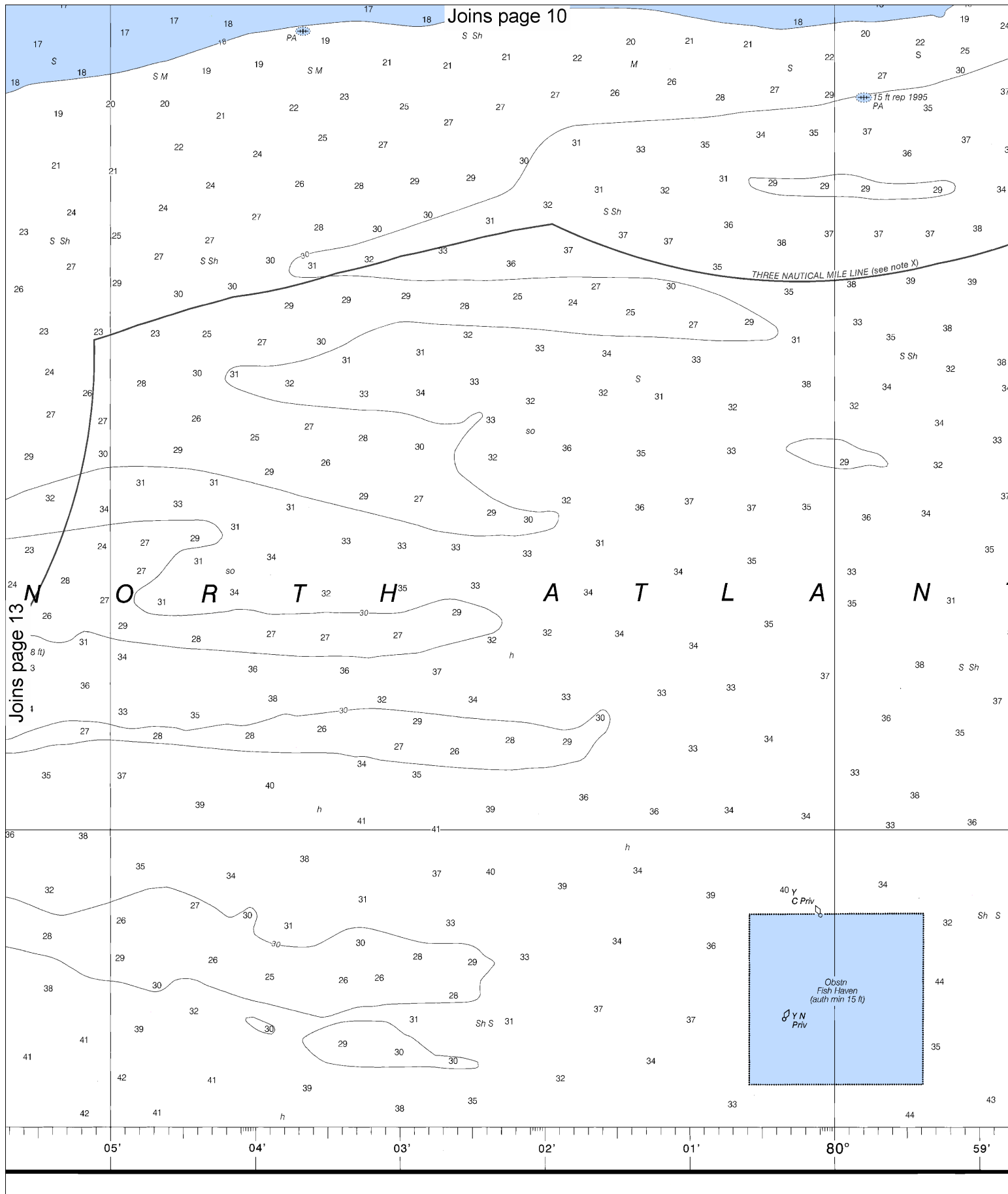
See Note on page 5.





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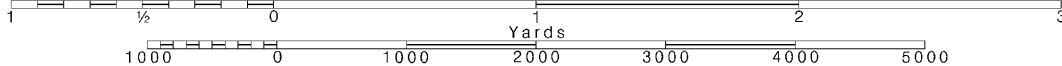
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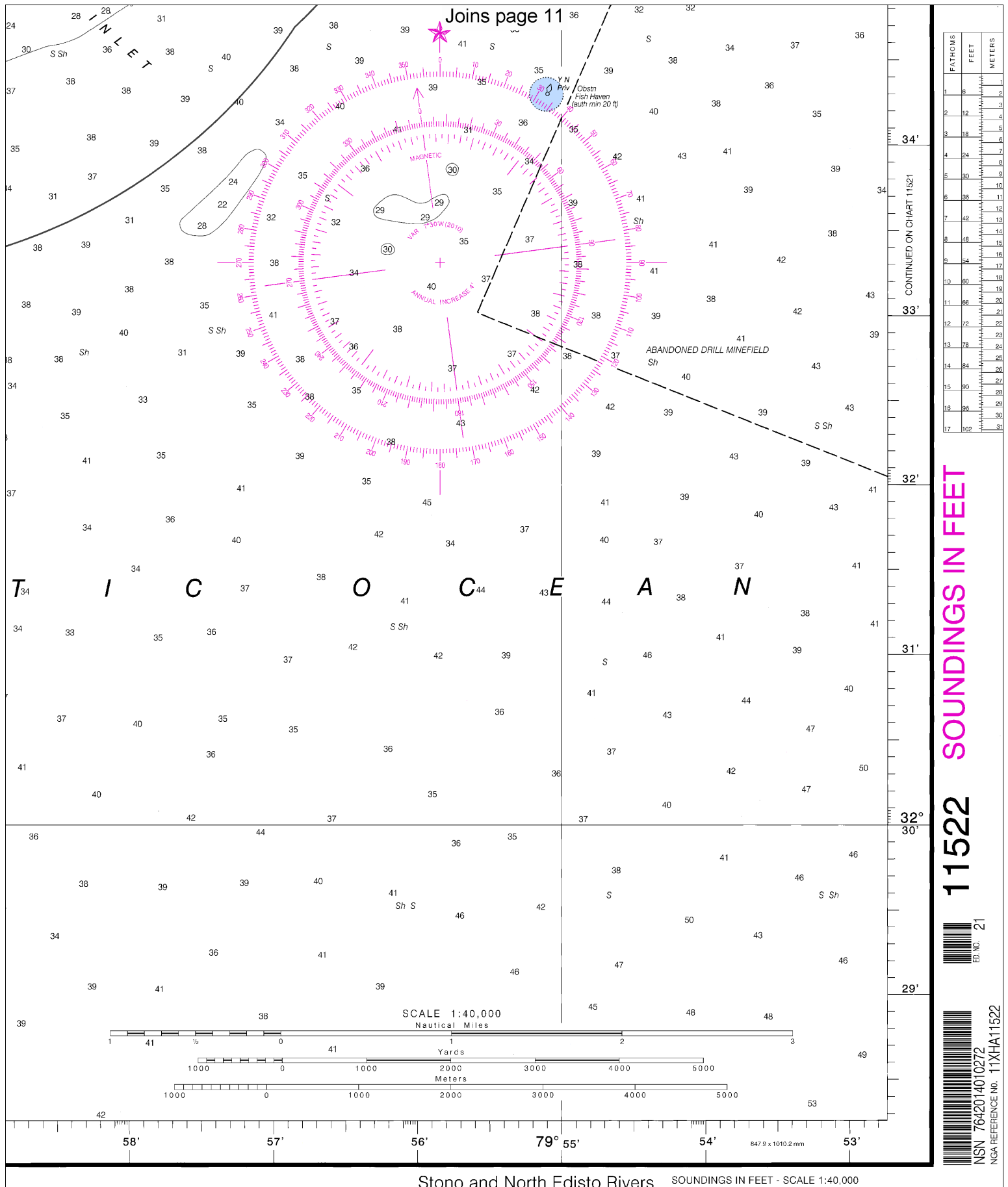
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SCALE 1:40,000
Nautical Miles

See Note on page 5.





FATHOMS	FEET	METERS
1	6	1.1
2	12	2.2
3	18	3.3
4	24	4.4
5	30	5.5
6	36	6.6
7	42	7.7
8	48	8.8
9	54	9.9
10	60	11.0
11	66	12.1
12	72	13.2
13	78	14.3
14	84	15.4
15	90	16.5
16	96	17.6
17	102	18.7

SOUNDINGS IN FEET

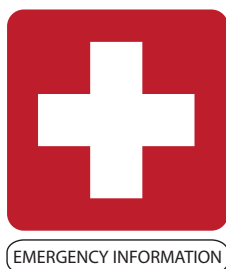
11522



ED. NO. 21



NSN 7642014010272
NGA REFERENCE NO. 11XHA11521



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

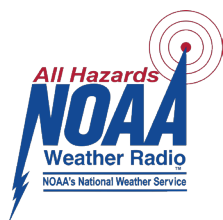
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

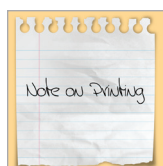
<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker